

It's a wise housewife who knows the day's rationing order on sugar.

"Spray and pray" is a good enough slogan during the influenza epidemic.

Persons who have had influenza don't care to call it by its pet name.

It is announced that Spain is now rid of the influenza. Yes, we know where it went to.

If full beards don't come into style again, it will be in spite of the price of safety razor blades.

Laying in ample supplies of coal early in the season may be one of the war habits that will stick.

Nobody seems to be sending out any brass bands to help the oyster and the pumpkin pie go over the top.

Life, according to the news reports, was given up by the Prussians without a fight. Also without a fight.

A man can't consistently despise a slacker when his own pocket is full of slacker dollars which he is very fond of.

Stockings are being made of wood fiber. This may account for appearance in them here and there of a knot-hole.

If riches accumulated as fast as soot in a soft coal burning furnace there would be no poverty in this world.

The pasha who heads the new Turkish cabinet has a first name of Tewfik. Say it fast and it sounds like a dental ailment.

The woman who expects to be able to buy all the sugar she wants the next day after peace is arranged will be sorely disappointed.

One of the remarkable facts of current history is the encouraging way everything recovers after it is officially probed for whatever is wrong.

Even the Chinese are adopting rigorous measures of conservation. The latest fashionable wedding ceremony in the far East was cut down to two days.

Butter will be restricted to one-half ounce to each diner. A lot of restaurants will have to make their portions bigger to reach the half-ounce ration.

To the docile husband, trained and accustomed to finding stray needles in all the cushions he seeks to occupy, the present scarcity of needles is not without its compensating features.

The government hereafter will buy beef on the basis of quality instead of by weight. That's the idea. It is better to be short-weighted than to have the bum stuff inflated upon the soldiers.

People are wondering whether the report that an airplane crossed the Atlantic ocean is reliable. On that subject it is safe to say that the thing is possible and that if it has not happened it will happen before long.

Mexico is arranging to buy up all its paper money. In view of the present high price of paper, we should think that an extremely wise conservation measure.

With the season for colds at hand and an epidemic of influenza in session the person who always has a remedy to suggest is making his life one grand field day.

Men's places as waiters are being taken by women, but the male chefs need not fear, for the average woman likes to keep as far away from the kitchen as possible.

It is almost a supreme tribute to pay to a youth's fighting propensity when you say he would rather fight than eat. We believe in some cases it is a rank exaggeration.

One of the results of this war will be the expunging from the code of nations of the old principle, invented by the devil: "Each for himself, and the devil take the hindmost." For there won't be any hindmost. Mankind will march abreast.

The "flu" germ is said to be invisible to the microscope. However, there is no trouble recognizing the trail it makes.

If teas, lunches and banquets were under the ban long enough, indigestion might become as rare as appendicitis once was.

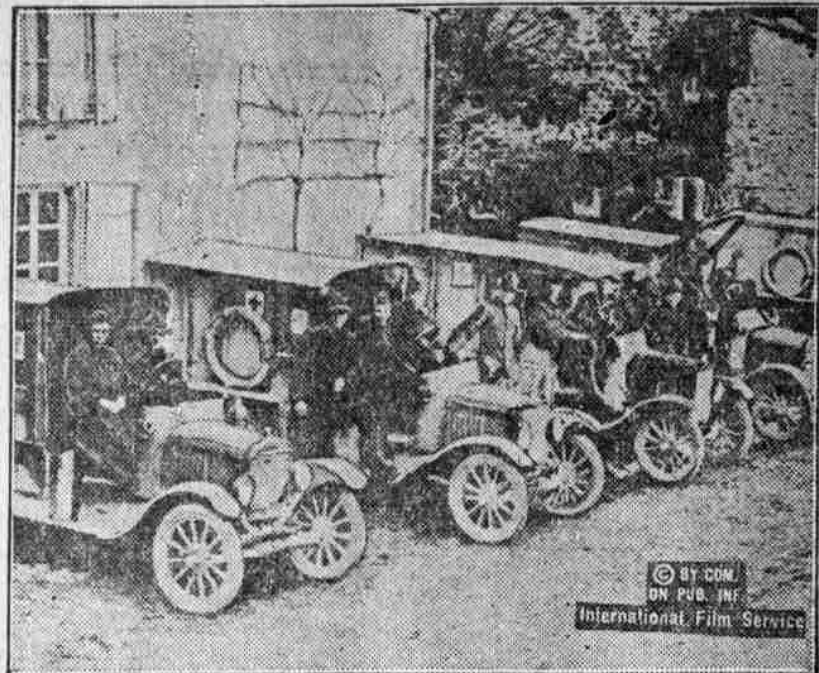
Industrial curtailments include the manufacture of lawn mowers. Yet the lawn mower in the hands of an industrious neighbor was one of the most effective promoters of early rising.

Ostend can now prepare to resume its regular summer resort business. It will be a fine place for soldiers on leave if it is thoroughly fumigated.

It is said that kissing is not permitted in the navy. No, and we recall in the old days it wasn't permitted in the best girl's parlor, but it happened.

Suppers, teas, lunches and banquets are now officially regarded as unpatriotic, which will be a great help to a lot of people who have long regarded them as a bore.

AUTOMOBILE INDUSTRY WILL SHOW BIG DEVELOPMENT FROM HUGE WAR IN FRANCE



RED CROSS AMBULANCES READY FOR FRONT IN FRANCE.

By MAJOR H. P. HARDING, Director, Automotive and Mechanical Section American Red Cross.

No industry will profit more by the war than the automobile industry.

From spark-plugs to tires the war has made greater efficiency necessary and the developments in this trade are amazing. We all know how the great transportation problem was solved by the motortruck, how even the British troops were carried in the London passenger buses from French ports to the bases at the front. The United States is now sending thousands of trucks every week to the other side, not including the lighter cars, which are shipped in even greater quantities.

Driver Problem Overcome.

The Red Cross has in operation throughout France and Italy, thousands of trucks and lighter automobiles. Early in the war the problem of getting competent drivers and good mechanics was quite an obstacle. The Red Cross has overcome this problem by establishing a permanent training camp in this country, known as Camp Scott, at Sixtieth and Cottage Grove avenue, Chicago, under my direction. Owing to the urgent demand overseas for capable drivers and expert mechanics, a very rigid and intensive course of four weeks is given the enlisted men in this camp.

Spacious grounds surround the camp, and abundance of machines are at their disposal. First of all, the enlisted man is taught the function of

each part of the automobile. This is done by demonstrations and lectures by competent men in each individual line of manufacture. Next he is required to make repairs, take the motor down and rebuild, to reassemble axles, brakes, transmissions, etc., until he knows how to rebuild each individual unit.

Following this he is placed in the driving squad. The feature of this department is the driving course adjoining the barracks, about one mile in length. It was made to reproduce the obstacles of "No Man's Land." It has its shell holes, building ruins of old brick, deep sand, and is complete to the stream of water.

Ready in Four Weeks.

This school will take the clerk, salesman or private secretary, and in four weeks he is ready to handle a machine while on heavy duties required of him on the fields of France and the plains of Italy.

There is no question that after the war these men will be in great demand by the automotive manufacturers of this country. No better mechanic or driver will be found, for the Red Cross driver in France or Italy, in the course of one year, has built no less than six complete machines if his repair work was tabulated, and you can rely on them for having good, practical ideas as to how to build a truck for real service. This branch of service is open to men under eighteen years or over forty-five years of age, and those in classes 2, 3, 4 and 5.

PNEUMATIC TIRE AIDS EFFICIENCY

Tendency Now Is for Smaller Loads and Faster Time, Says Manager F. H. Akers.

PUNCTURES ALWAYS FEARED

Tremendous Saving Effected in Chassis by Mounting It on Air Instead of on Solid Rubber—Cost Per Ton Is Lessened.

That the three-quarters-ton truck will eventually supplant the one-and-one-half and two-ton types in the work they have been doing; that the two-ton truck in turn will supplant the five-ton in the service it has previously been considered best adapted for, and that the five-ton truck will, save in a very restricted sense, take the place of all heavier types, is the startling assertion made by Manager F. H. Akers of a big motorcar company.

"I base this assertion on observation of work that our trucks are doing in all parts of the country and in all kinds of business," said Mr. Akers, "and on the tendency that is unmistakable on the part of buyers to renew their equipment with the lighter types instead of the former heavy ones they considered best."

Load Seldom Equals Capacity.

"The answer is simple. In only a small percentage of cases does the load equal the capacity of, let us say, the two-ton truck. And in an equally small percentage of cases is the entire load to be delivered to one place."

"In other words, the loads can just as well be split up into two or three smaller loads and thus render possible the use of the lighter, speedier truck, with the result that two or three trips can be made in the time it would otherwise take to make one and at a lesser cost per ton mile."

"Now, if these smaller loads are to go each to a different point or to be distributed in small lots or packages to several points on a long route, the saving of time and fuel is still greater."

"We used to think that if, on occasion, the load would amount to two tons or thereabout, we must have a truck of not less than that capacity. Experience proves this theory to have been wrong in fully 90 per cent of cases."

Puncture Was Always Feared.

"That old bugbear, the puncture, was always uppermost in buyers' minds, and they did not stop to realize

that in city service the percentage of punctures is so small as to be practically negligible.

"The thing that has brought the pneumatic tire to the front is the tremendous saving effected in the chassis by mounting it on air instead of on solid rubber. There has never yet been found any substitute so cheap or so resilient as air, and that, of course, is the basic principle of the pneumatic tire."

"Today many tire experts contend that everything up to five tons will ultimately be carried on pneumatic tires, and I find they agree with me that the five-ton truck will be the maximum capacity required save in certain restricted classes of work such as hauling coal or stone."

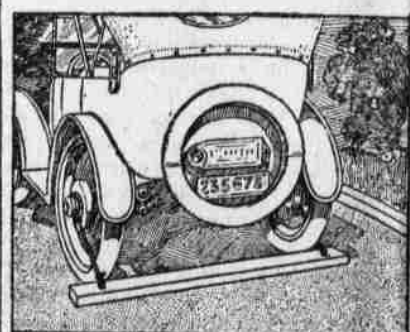
"Just as the three-quarter-ton truck is rapidly supplanting the two-ton vehicle in service which the two-ton truck formerly performed, so the two-ton truck is now supplanting the four and five-ton truck in the heavier service."

"The same principle holds—smaller loads delivered in quicker time and at lesser cost per ton mile."

HELPS MOVE CRIPPLED AUTO

Piece of Timber Fastened to Rear Wheels Prevents Machine From Slipping Back.

A piece of timber, fastened with ropes to the rear hubs of an automobile, is a great help when it must be moved by hand, and by one man only, writes Bonar W. Balfour of St. Catharines, Ont., in Popular Mechanics.



The Use of the Starting Crank and a Self-Adjusting Stop Block Makes Hand-Propelling Easy.

erines, Ont., in Popular Mechanics. If the transmission mechanism is not injured, the easiest way to propel the car is often by the use of the starting crank. Put the car in low gear, and relieve the compression by opening pet cocks or removing spark plugs. With the timber behind, to keep the car from slipping back, the job will then lose most of its difficulty.

Gate Opens Automatically.

Barriers extending along the ground from one or both sides of a recently patented roadway gate enable an automobilist to open or close the gate merely by running his car over them.

INEQUALITY IN WAGE ADVANCES

Complaint That Women in Shoe Factories Have Been Discriminated Against.

FIGURES GIVEN IN REPORT

While Scale Has Been Increased, Female Workers Have Not Benefited as Would Seem Just—Other Labor News of Interest.

Equal pay for equal work for women has not reached shoe factories, to judge from figures published by the department of labor. Wages for women in the shoe trade have been increased from \$2 to \$4 a week since 1916—those of men from \$4 to \$6 a week in the same manufacture and often the same process.

In the cutting department men skivers receiving \$16.38 in 1916 are now getting \$21.55 and women skivers receiving \$11.25 in 1916 now receive \$13.82.

In the fitting department men vamps receiving \$13.23 in 1916 and \$22.81 in 1918, while women vamps were paid \$13.73 in 1916 and \$16.24 in 1918.

The greatest difference in the pay for the same work is in "trees of ironers, hand," where the pay of men almost doubles that of the women, the former receiving \$21.20 a week and the latter \$12.21 a week.

GENERAL LABOR NEWS

A co-operative store owned by wage-earners is to be opened in Fond du Lac, Wis.

Labor at Tacoma (Wash.) has elected one commissioner out of five on the city council.

With a membership of over 300 the Toronto Police-men's union is now fairly well established.

Before the war there were employed in and around the coal mines of the United States approximately 1,000,000 men.

A member of organized labor has been appointed to administer New Brunswick's compensation act.

Employees of the Northwestern Telephone company struck at Minneapolis because the company had not accepted their demands for increased wages.

Although the strikers in the Clyde shipyards recently voted by a small majority against returning to work, their executives ordered them to resume operations.

No drinks for those miners who habitually absent themselves from the coal mines is the slogan adopted by the saloons in eastern Ohio, and it is said to be bearing results.

An agreement was recently reached at Cardiff between the South Wales Colliery Examining association and the coal owners whereby the examiners' wages are increased at most collieries by from 10 to 30 shillings, bringing the wage for a six-day week up to £5 8s. The negotiations have lasted since last November.

Thousands of waiters and cooks returning to New York after the abandonment of many war industries, combined with the desire of a majority of the strikers to return to work and the substitution of women for strikers, have broken the hotel-restaurant employees' strike, says a statement issued by the Hotel association of New York city.

In anticipation of government orders for the demobilization of 12,000 highly paid workers in the United States gas defense plant at Long Island City, the management announced that employees would be given an opportunity to obtain positions elsewhere before they are dismissed. Men and women earn from \$30 to \$80 a week, and the company has offered them assistance in getting placed in other lines.

Mechanists of Newark, N. J., representing 27,800 men and women, filed a complaint with the national labor board against 32 companies. They asked that the present thesis of pay be discontinued and that four classifications, with a minimum wage for each be established. The rates asked are: Toolmakers, 85 cents an hour; machinists, 75 cents; specialists, 65 cents, and helpers, 50 cents, with 10 cents differential in favor of night-workers.

The nine labor leaders whose arrest in connection with the strike of the Federated harbor unions at Havana brought about a general sympathetic strike which virtually paralyzed the city's industries and traffic, have been pardoned by President Menocal. The men had been sentenced to serve 80 days in prison on charges of coercion. Members of the labor unions quit work more than a week ago and their leaders were arrested soon afterward. The president's action ended the strike.

Seventy-five thousand stenographers, clerks, office boys, messengers, watchmen, section men and others in the employ of the Canadian railways were granted an increase in wages amounting to more than \$22,000,000 a year.

Instructions from Ottawa to stop the work of fitting guns on board ships, and also to stop the providing of quarters on board some vessels for gunner crews, have been received by the representatives of the Imperial munitions board engaged in supervising the fitting and machinery installation of wooden steamers being built at Quebec.

LABOR PROBLEM AFTER WAR

Abolition of National Eight-Hour Workday and Lowering of Present Wage Scales Advocated.

Abolition of the national eight-hour day and a lowering of wartime wage scales are essential if American mines and factories are to continue to compete in the world of trade, according to William H. Barr of Buffalo, president of the National Founders' association, who addressed the annual convention of the organization at New York.

Declaring the liquidation of labor to be "the first and greatest problem which will demand the attention of our industry," Mr. Barr counseled the meeting of this problem "without resentment or bitterness."

"The time ahead," he declared, "is not one of reprisals or the remembering of ancient wage feuds. It is a time for better understanding of basic manufacturing principles and closer cooperation for the common good. For American industry will have a problem to face as serious as the war problem."

"When the government ceases to be the great common employer and government money no longer pays the present extravagant wages, can private industry so order its affairs as to continue to furnish employment to the millions of our workmen? This question, broad and comprehensive, is the labor problem which will come after the war."

Mr. Barr demanded the withdrawal of government supervision, declaring the governmental "directive powers" have proven "incapable and dangerous."

Other speakers urged that the national war board be abolished and that employers and employees be permitted to work out their own destinies.

OF INTEREST TO WORKERS

As men are not obtainable, women are to be employed by the London county (England) council as car washers.

The British labor party voted to withdraw its members from the cabinet at the close of the present parliament.

Organized waitresses are working for an eight-hour day, one day a week off, and a wage scale of at least \$60 per month.

British shipbuilding employers have not yet agreed to the request of the employees regarding the proposed shorter working week after the war. T. W. Crothers, Canadian federal minister of labor, has resigned because of ill health and has been succeeded by Senator Gideon Robertson of Wexford, Ont.

In the chemical industries of the Rhenish (Germany) district time wages have increased by 26 to 35 per cent and piecework wages by 34 per cent since the war started.

Bell telephone operators struck for higher wages in St. Paul. Business in the twin cities was seriously affected by the walkout. The girls demand a 40 per cent wage increase.

A general strike was begun in Switzerland by order of the soldiers' and workers' council at Olten. The federal authorities have ordered the mobilization of a division of 25,000 troops, mostly French-Swiss, to restore order. The troops, however, have been unable to reach their destinations because railroad service was interrupted. Indignation against the Germans who started the bolshevik movement in Switzerland is increasing.

The Saskatchewan provincial telephone department declines to recognize that there is a labor strike on its system and claims that of 50,000 telephone users in the province, including rural line subscribers, only 574 are without service. There are 394 telephone centers in the province, of which 391 are said to be working as usual. Employees affected by the new wage schedule are 404, of whom 86 have quit work rather than accept.

Announcement of another raise in wages for the civilian employees at the Watertown (Mass.) arsenal was made. The increase is based upon the report of the Mack board, made some time ago in connection with employees of the Emergency Fleet corporation, of a sliding scale with a maximum increase of 15 per cent in some cases. The granting of this award places the employees at the arsenal upon the same footing as those at the navy yard at Charlestown in all branches.

A conference was held at Brooklyn between representatives of the striking dock hands and firemen on railroad-owned tugs entering New York harbor and representatives of the United States railroad administration in the office in the Grand Central Terminal of the Eastern railroads. At the conclusion of the conference it was stated that the leaders of the strikers agreed to use their efforts in having the strikers return to work on the late shift at night, or have the full force return until their grievances are taken up by the board of arbitration and wage adjustment of the United States railroad administration.

One of the occupations with which experiments are being made in the St. Charles School for Boys is the making of cloth hats for boys, an occupation that may prove profitable to the state not only in money but in correctional effect on the inmates.

The British labor conference unanimously adopted a resolution submitted by James Ramsay MacDonald, chairman of the labor party, demanding that labor be represented at the official peace conference, and that an international labor congress sit concurrently. There were cheers for international socialism and the bolsheviks.

THE JOY OF MOTHERHOOD

Came to this Woman after Taking Lydia E. Pinkham's Vegetable Compound to Restore Her Health

Ellensburg, Wash.—"After I was married I was not well for a long time and a good deal of the time was not able to go about. Our greatest desire was to have a child in our home and one day my husband came back from town with a bottle of Lydia E. Pinkham's Vegetable Compound and wanted me to try it. It brought relief from my troubles."



I improved in health so I could do my housework; we now have a little one, all of which I owe to Lydia E. Pinkham's Vegetable Compound."—Mrs. O. S. JOHNSON, R. No. 2, Ellensburg, Wash.

There are women everywhere who long for children in their homes yet are denied this happiness on account of some functional disorder which in most cases would readily yield to Lydia E. Pinkham's Vegetable Compound.

Such women should not give up hope until they have given this wonderful medicine a trial, and for special advice write Lydia E. Pinkham Medicine Co., Lynn, Mass. The result of 40 years experience is at your service.

Consequence.

"That speaker has such a halting delivery." "No wonder, then, he puts up such a lame argument."

One bottle of Dr. Peery's "Dead Shot" will save you money, time, anxiety and health. One dose sufficient, without Castor Oil in addition. Adv.

DID WORK OF HIGH ORDER

Designs Wrought by Ancient Peruvian Dyers Have Been Given Much Praise by Experts.

The ancients of Peru, by a curious coincidence—for there could not possibly have been any intercourse with their contemporaries in India and Egypt—seem to have used much the same kind of processes in printing their designs upon the fabrics they manufactured. Both Herodotus and Pliny, among early historians, have told us about the cloths of vegetable fiber made by the ancients; but in all likelihood the fabrics of the Peruvians were of even a more remote date. In some respects the methods of today bear strong resemblance to the older practice. The chief difference consists in the patterns now being engraved upon copper rollers and several colors being printed at one time. Just as today the coloring matter of dyes is not affixed by merely printing it on the material, but is secured by means of a substance known as mordant, so did the Peruvians make use of a property which caused the dye to adhere and to withstand a test of thousands of years' wear and tear. Experts have declared that in the direction of technical and artistic value the designs in question have no equal.

The Juvenile Mind.

"The Romans built well-paved roads leading from Rome to all important points of the empire," father was saying, in illustrating a point he was making concerning ancient history, when the elder daughter was studying "These roads were about 15 feet wide and—"

"Mercy me," interjected the seven-year-old daughter, "if they were only 15 feet wide automobiles could not pass each other unless they barely crept along!"

Just as Mother Thinks.

Son (reading the paper)—There's no use talking, dad. Absolute unity of command is essential to victory.

Dad—That's what your mother thinks.—Life.

Food saving was at first a fad; then a patriotic service; now a habit.



Some people learn of the harmful effects of coffee by reading. Others find it out through experience. In either case it is a good idea to adopt

INSTANT POSTUM

A delicious drink made from the finest cereals, harmless and nourishing. Made in the cup, instantly. Saves sugar and fuel.